

It is nice to see the end in sight, for this run of engines. Although I had already produced and shipped 40 engines, nothing could have prepared me for the monumental task of producing 70 engines. Just the inventory for this large of a run, is staggering! I am not complaining but rather saying, I should have made a small run.

That being said, the clutch bells are completed as well as the drive shafts. You will see in the pictures and attachment that goes into the tailstock of my lathe to “chase” the threads on each shaft. It is both very accurate and very fast. Now all I need to do is to install a completed shaft in each clutch bell, then weld each one. They can then be installed in the finished and assembled bellhousing/transmission. This will complete this sub-assemble and after the engine has been test run then it can be installed immediately. Even the rear motor mounts are installed.

The new starter motor gear boxes have been completed and then the special electric motor from Holms Hobbies can be installed. Keep in mind all of the gears were custom made, just for this applications. Then, with only two screws, the entire assembly can be mounted on the completed engines.

Speaking of completed engines, all of the pans as well as the timing covers have been installed on 90% of the engines. Once again, a monumental task! If you have been following my updates, then you already know the water pumps were installed as well as the new fuel pump that sets on the back side of the alternator. As you can see “things” are finally coming together. Finally!

The supercharger impeller halves are pressed together with a ground piece of chrome-molly tubing in each lobe. Then the completed assemble must be machined to the exact length. Next week the center shafts will be installed and the gears indexed.

The small “bungs” are to be used in the stainless steel water tanks and oil tanks for not only the 34 Roadster, but also used in the test stands. The picture with all the mess of chips is what happens when you try to machine stainless steel. Not a pretty sight, but the end result is wonderful.

All of the end caps and gear cases are completed for the supercharger. I designed what I call a “progressive jig” which allows me to get one complete set every 16 minutes. This means one rear cover, one front cover, and one gear case. With these being completed, I can not start on the assemble process for the superchargers. Once again, finally!

Each engine goes through an extensive cam timing process. It is quite complicated but the end result is nothing less than perfect. A difference of 5 degrees can make a big difference in the performance of the engine. Using a large degree wheel, I can set the piston on number 1 cylinder to TDC and then adjust the camshaft timing accordingly. The dial indicator registers push rod movement as the engine is rotated. The specs from the original camshaft can then be replicated in ¼ scale. This is not a simple task, but each engine is as close to perfect as possible.

Pic #1 (Completed transmission out put shaft)



Pic # 2 (Completed clutch bells)



Pic #3 (Chasing threads on output shaft in lathe)



Pic #4



Pic #5 (Completed parts for new starter motor gear box)



Pic #6 (Components needed for new starter motor assembly)



Pic #7 (Completed starter motor)



Pic #8



Pic #9 (Supercharger impeller components)



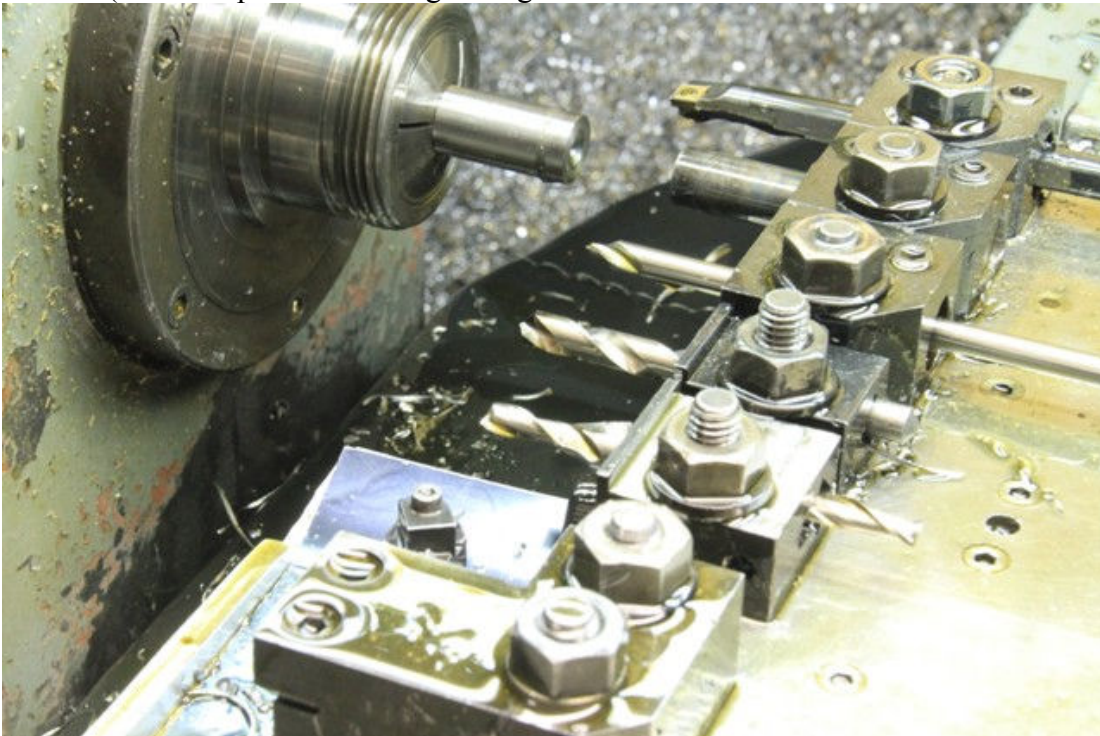
Pic #10 (Stainless Steel "Bung" for water tank and oil tank)



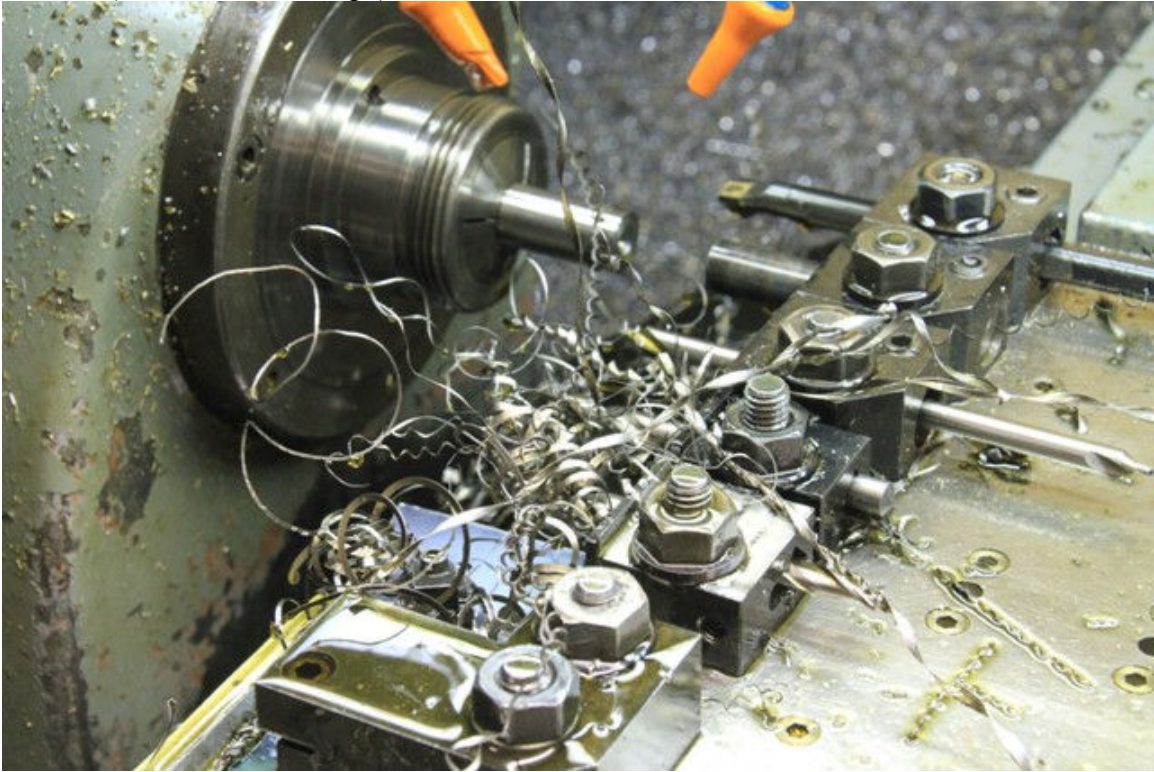
Pic # 11(Stainless Steel “Bung” for water tank and oil tank)



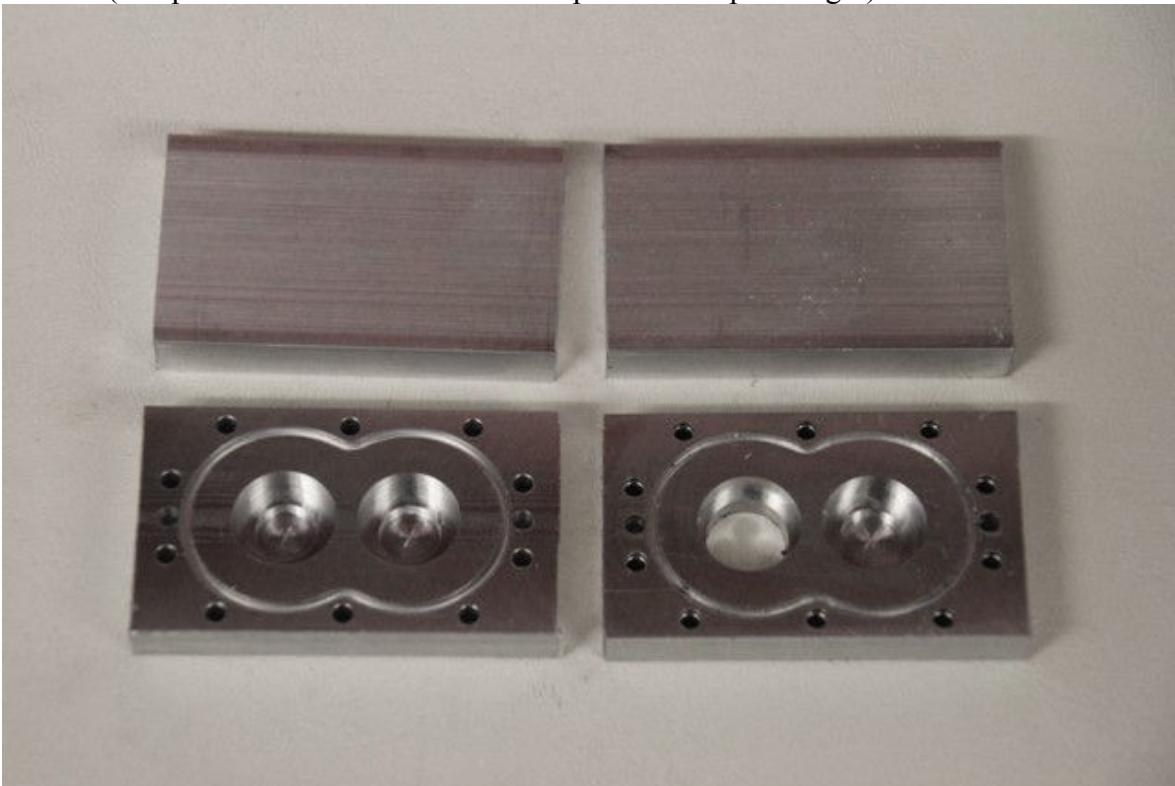
Pic #12 (Tool setup for machining “Bungs”)



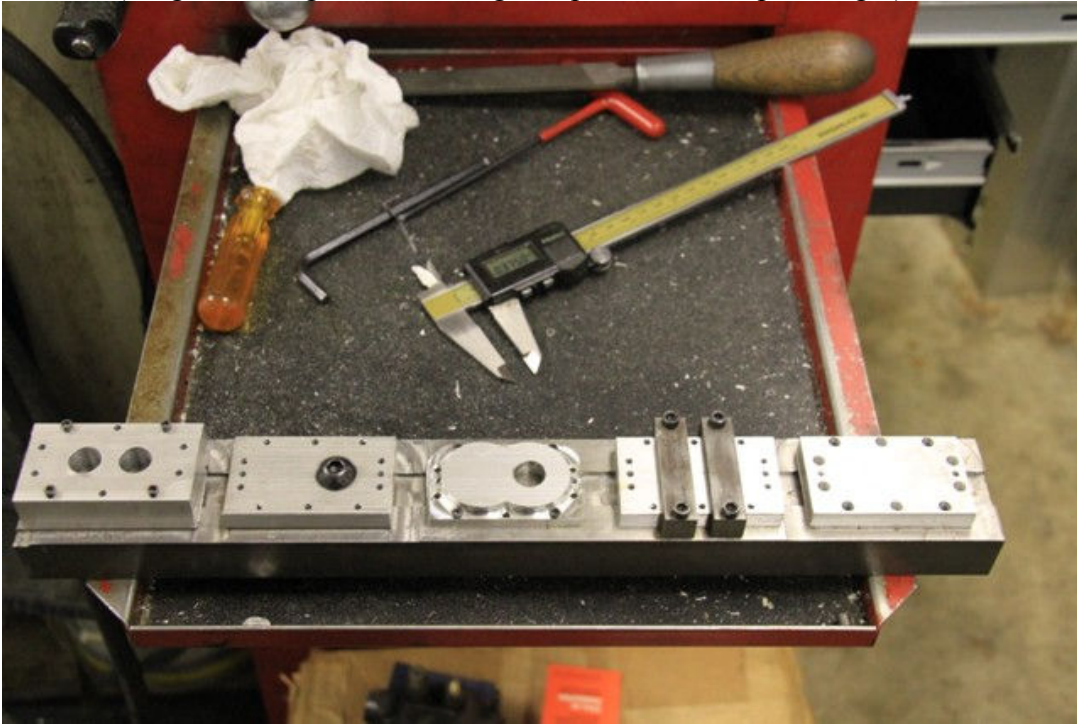
Pic #13 (Stainless Steel chips)



Pic #14 (1st operation for Front and rear end plates for supercharger)



Pic #15 (Progressive Jig for machining components for Supercharger)



Pic #16 (Setting camshaft timing)

